Novice Competitor Seminar

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Seminar Objectives

- The goal is to ensure that you …
  - Are less confused about what to do
  - Become comfortable with the flow and the control of the event
- Learn the established procedures that will successfully get you through the event and help keep you and your fellow competitors safe
- It won’t teach how you to go fast

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- **AGENDA**

Introductions

Safety

Before the Race

Control Procedures

Discussion Topics

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Introductions

Everyone Introduce yourself

- Instructors
- Students

These are the people you will be racing with. If everyone helps each other the weekend will go much better.

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SAFETY

The most important thing we do

- When you Crash…and you will
- When someone else crashes
- Red Cross
- Service Area Safety
- Radio Safety Net
- Fire Fighting

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When You Crash

- Are you OK? What does it mean to be OK?
- Triangle Placement
- Use of the OK and Red Cross
- If you're OK, where do you wait?
- Rollover Bag
- If you get back in the car to continue – Helmets & Belts before the car moves

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When someone else Crashes

- You are the first responder for the car in front of you
- Always report cars that are off – Location, Car Number and condition of crew
- Driver sees a triangle and calls CAR – The Co-Driver collects all the info – Red Cross or OK, Car #, Mileage and looks for the team. Driver slows down until Co-Driver catches up

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RED CROSS

When a Red Cross is displayed

- The first car stops and handles incident.
  - Provide aid and collect information
- The second car takes information to the next radio location – CAREFULLY
- Successive cars provide aid and direct traffic.
- Remember medical teams have to get to incident

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Service Area Safety

- Never go under a car without Jack Stands in place to support the car.
- Fueling the car is dangerous
  - Most filler necks are above hot brake rotors – let them cool
  - Always have someone with a Fire Extinguisher
- Brake rotors are very hot & can easily burn you
- Service Areas are not always in controlled areas – always be aware of your surroundings.
- Fuel should never be stored in the service vehicle
- Practice eye, hand and back safety.

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Radio Safety Net

- Radios & Medical Teams at all starts, finishes & spectator areas
- Radio Net keeps track of all cars at all times
- If your missing your crew should find service radio and wait for instructions
- If your out report it to Radio Net
- Get your Radio License

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Firefighting

- Point Fire Extinguisher at base of fire
- Don’t waste the Extinguisher – only use what you need
- If you need more Extinguisher barrow from other competitors
- Fire Extinguishers puts out the fire but don’t take the heat away – Water will do that – Turbo Fire is all heat
- A Forest Fire is a Red Cross?????????

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Before the Race

- Rule Book, Bulletins, Supp Regs, Route Book and Time Card.
- Co-Driver's Job – The office Manager (Brains of the team)
- Registration
- Scrutineering (Tech Inspection)
- Route Book
- Score Card
- Know your Rally Computer
- Driver Co-Driver Communication

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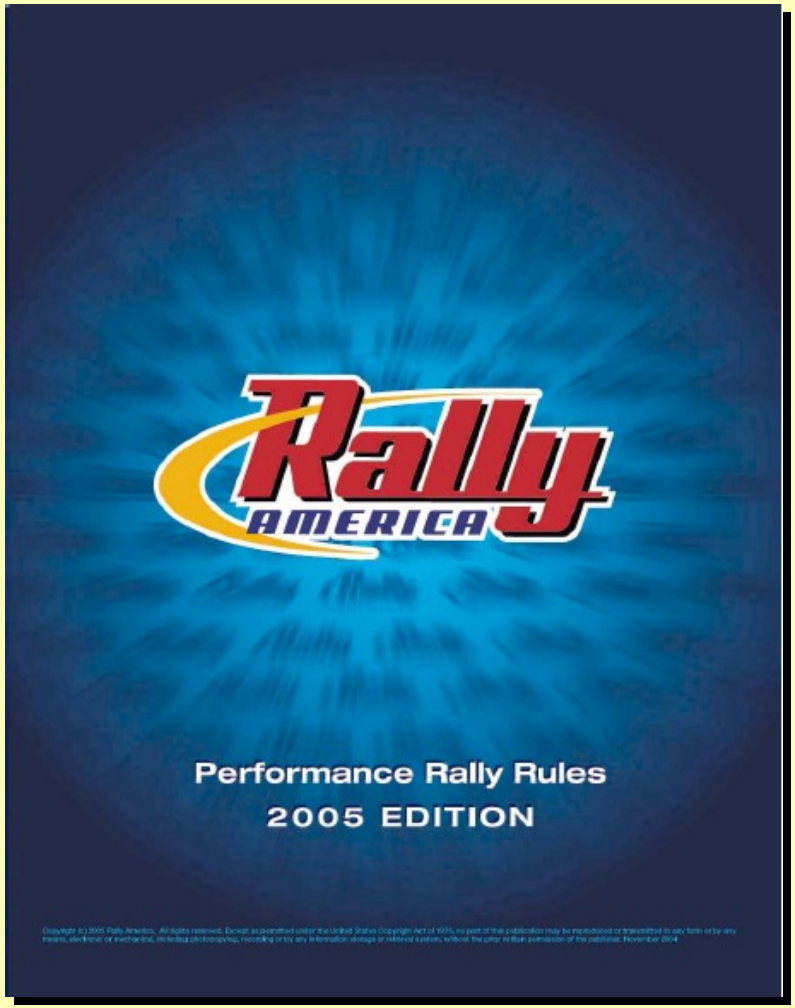
Series Rulebook

- Tells you what you must, can and cannot do <u>at any event</u>, and the penalties associated with doing it wrong.
  - Licensing
  - Vehicle Preparation
  - Event Operations
  - Timing, Scoring & Penalties
    - o Violations of the rules by your crew can result in penalties to YOU.
  - Championships



- Online at http://www.rally-america.com/rules.php

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Series Rulebook

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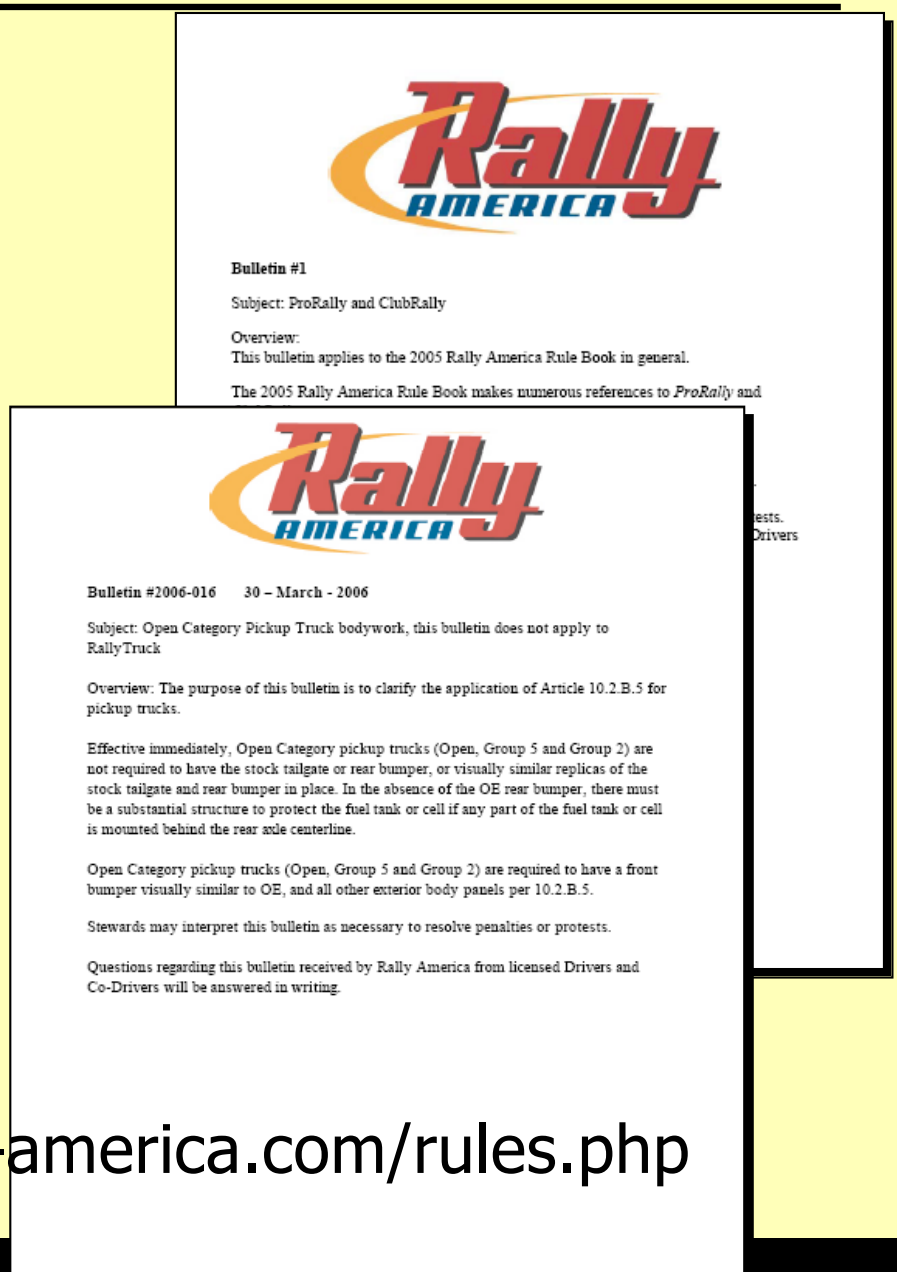
Official Bulletins

- Augment, alter or clarify items in the Series Rulebook
  - 22 Bulletins issued in 2005
  - 16 Bulletins issued to date in 2006



Rally AMERICA

Bulletin #1

Subject: ProRally and ClubRally

Overview:
This bulletin applies to the 2005 Rally America Rule Book in general.

The 2005 Rally America Rule Book makes numerous references to *ProRally* and

Rally AMERICA

Bulletin #2006-016 30 – March - 2006

Subject: Open Category Pickup Truck bodywork, this bulletin does not apply to RallyTruck

Overview: The purpose of this bulletin is to clarify the application of Article 10.2.B.5 for pickup trucks.

Effective immediately, Open Category pickup trucks (Open, Group 5 and Group 2) are not required to have the stock tailgate or rear bumper, or visually similar replicas of the stock tailgate and rear bumper in place. In the absence of the OE rear bumper, there must be a substantial structure to protect the fuel tank or cell if any part of the fuel tank or cell is mounted behind the rear axle centerline.

Open Category pickup trucks (Open, Group 5 and Group 2) are required to have a front bumper visually similar to OE, and all other exterior body panels per 10.2.B.5.

Stewards may interpret this bulletin as necessary to resolve penalties or protests.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.

- Online at http://www.rally-america.com/rules.php

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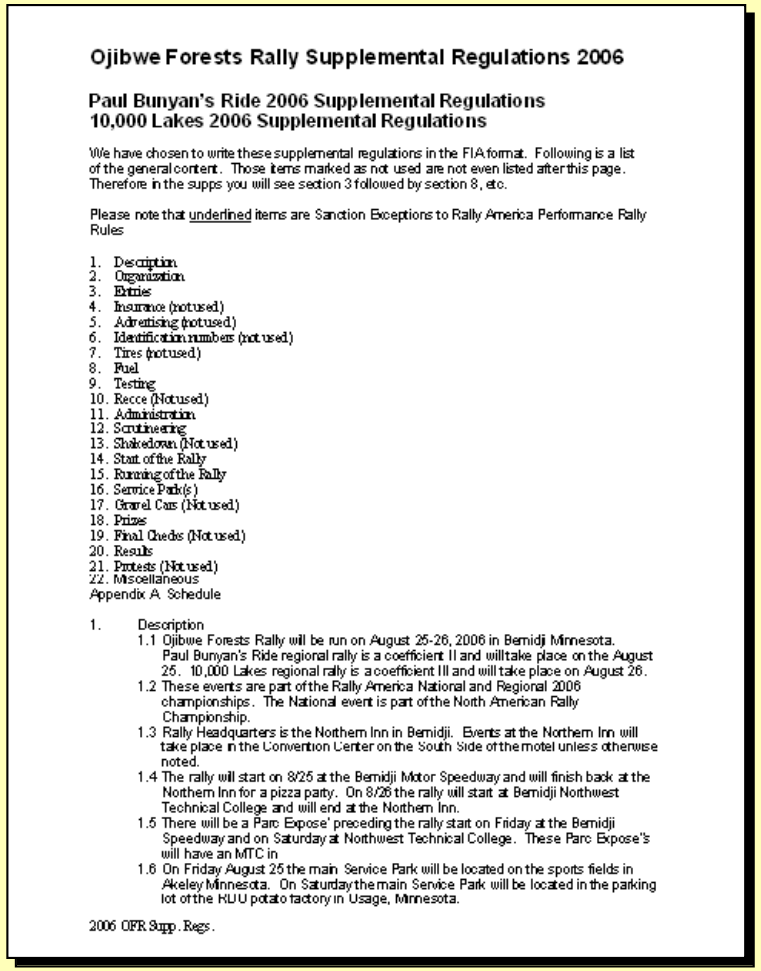
Supplementary Regulations

- Tells you what you need to know for this particular event.
  - Schedule of where to be when
  - Special obligations and penalties
  - Instructions regarding serving
  - Exceptions to the rulebook
  - Locations of the notice board



Ojibwe Forests Rally Supplemental Regulations 2006

Paul Bunyan's Ride 2006 Supplemental Regulations
10,000 Lakes 2006 Supplemental Regulations

We have chosen to write these supplemental regulations in the FIA format. Following is a list of the general content. Those items marked as not used are not even listed after this page. Therefore in the supps you will see section 3 followed by section 8, etc.

Please note that underlined items are Sanction Exceptions to Rally America Performance Rally Rules

1. Description
2. Organization
3. Entries
4. Insurance (not used)
5. Advertising (not used)
6. Identification numbers (not used)
7. Tires (not used)
8. Fuel
9. Testing
10. Recce (Not used)
11. Administration
12. Scrutineering
13. Shakedown (Not used)
14. Start of the Rally
15. Running of the Rally
16. Service Park(s)
17. Gravel Cars (Not used)
18. Prizes
19. Final Checks (Not used)
20. Results
21. Protests (Not used)
22. Miscellaneous

Appendix A Schedule

1. Description
   - 1.1 Ojibwe Forests Rally will be run on August 25-26, 2006 in Bemidji Minnesota. Paul Bunyan's Ride regional rally is a coefficient II and willtake place on the August 25. 10,000 Lakes regional rally is a coefficient III and will take place on August 26.
   - 1.2 These events are part of the Rally America National and Regional 2006 championships. The National event is part of the North American Rally Championship.
   - 1.3 Rally Headquarters is the Northern Inn in Bemidji. Events at the Northern Inn will take place in the Convention Center on the South Side of the motel unless otherwise noted.
   - 1.4 The rally will start on 8/25 at the Bemidji Motor Speedway and will finish back at the Northern Inn for a pizza party. On 8/26 the rally will start at Bemidji Northwest Technical College and will end at the Northern Inn.
   - 1.5 There will be a Parc Expose' preceding the rally start on Friday at the Bemidji Speedway and on Saturday at Northwest Technical College. These Parc Expose's will have an MTC in
   - 1.6 On Friday August 25 the main Service Park will be located on the sports fields in Akeley Minnesota. On Saturday the main Service Park will be located in the parking lot of the RDO potato factory in Usage, Minnesota.

2006 OFR Supp. Regs.

- Usually online on the event's Web site

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The Official Noticeboard

- Informs you of late changes
  - Regulations
  - Schedule
  - Location of Meetings
  - Entry List; Start Order
  - Start Times
  - Last Minute Changes to the Routebook
  - Inquiries and Protests
  - Results
- CHECK THIS OFTEN!

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Event Routebook

- Gives you everything you need to correctly and safely follow the route.
  - Route instructions
    - Turns needed to stay on route
    - Landmarks that help confirm you're on course
    - Corners that are tighter than the local character
    - Warnings of tricky bits, hazards and situations that might catch you out
    - The location of all Time Controls
    - The location of all Radio points
    - The location of all Spectator Areas
    - Speed limits
  - Maps
  - Schedule

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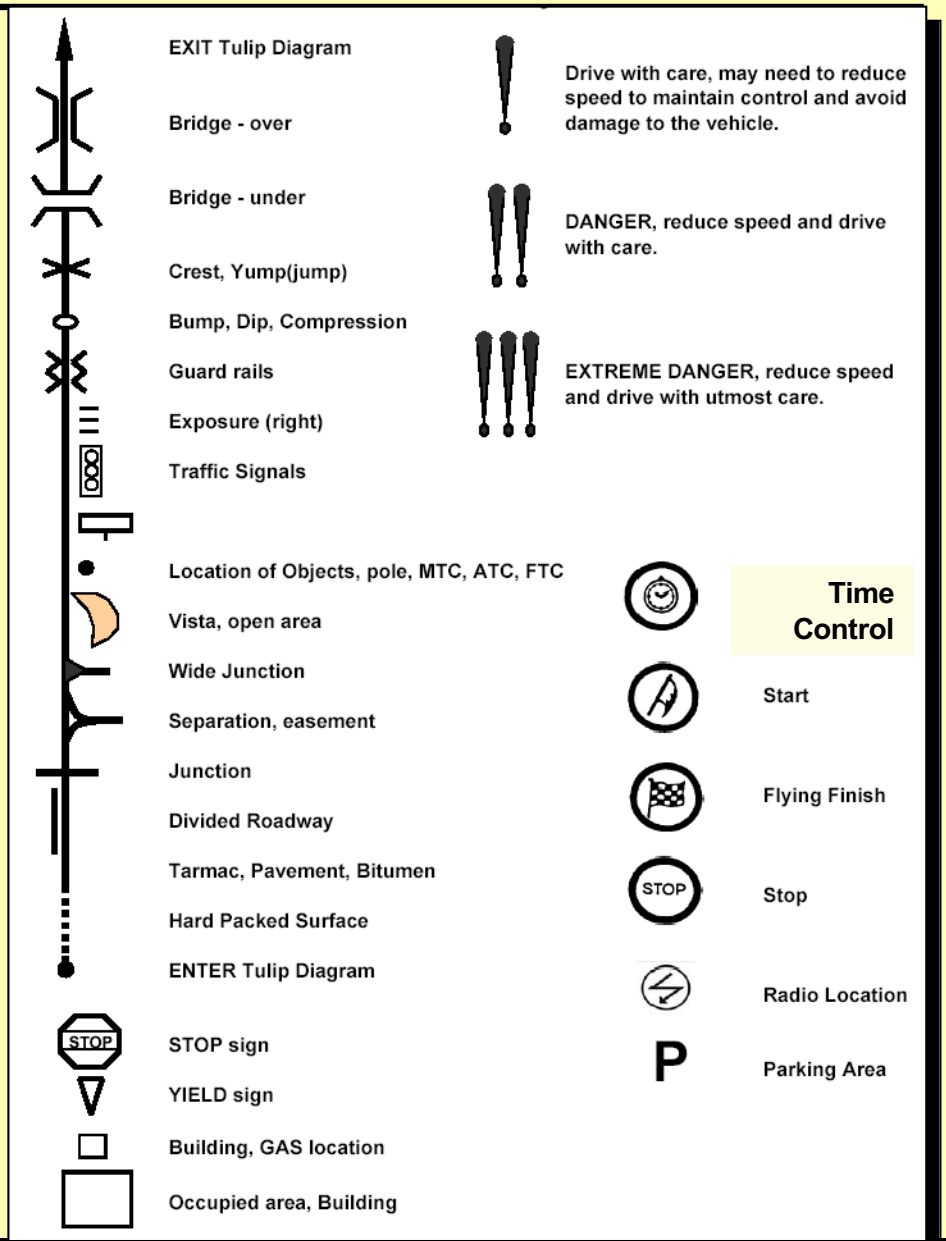
Routebook Glossary - example

- Tells you how to interpret the symbols that appear in the Routebook.



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Routebook Instructions – example

Ojibwe Forests Practice Stage Page 4 of 11

Practice Stage Southbound — Emergency Time: 11 minutes
Distance: 4.68 miles — Bogey Time: 8 minutes

INST	MILEAGE	INTERVAL	TULIP	COMMENT	DECR
1	0.00	0.00		ATC	4.68
2	0.12	0.12		Start Time_____	4.56
3	0.92	0.80		Mileage at crest	3.76
4	2.55	1.62		Mileage at crest	2.13
5	3.15	0.60			1.53
6	3.75	0.59			0.93
7	3.84	0.08		226	0.84
		0.76			

Anchor Mattson Practice Route — Competitor Edition 8-13-06

Instruction number

Total distance from the start of the Road Section

Incremental distance from the previous instruction

Distance to first instruction on next page

Amplifying information

Pictorial diagram of the action: start from ●, end at the ➔

Declining distance to the end of the Road Section

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Route Book

- Write your name, car#, and ODO Correction Factor on the cover
- Preparing the Route Book
  - Look for missing pages
  - Dog ear each page to keep from turning 2 pages.
  - Highlight the following: Short Intervals, Page-flip quickies, Tight Turns, Cautions, Yumps, Quiet Zones, Speed Limit Changes

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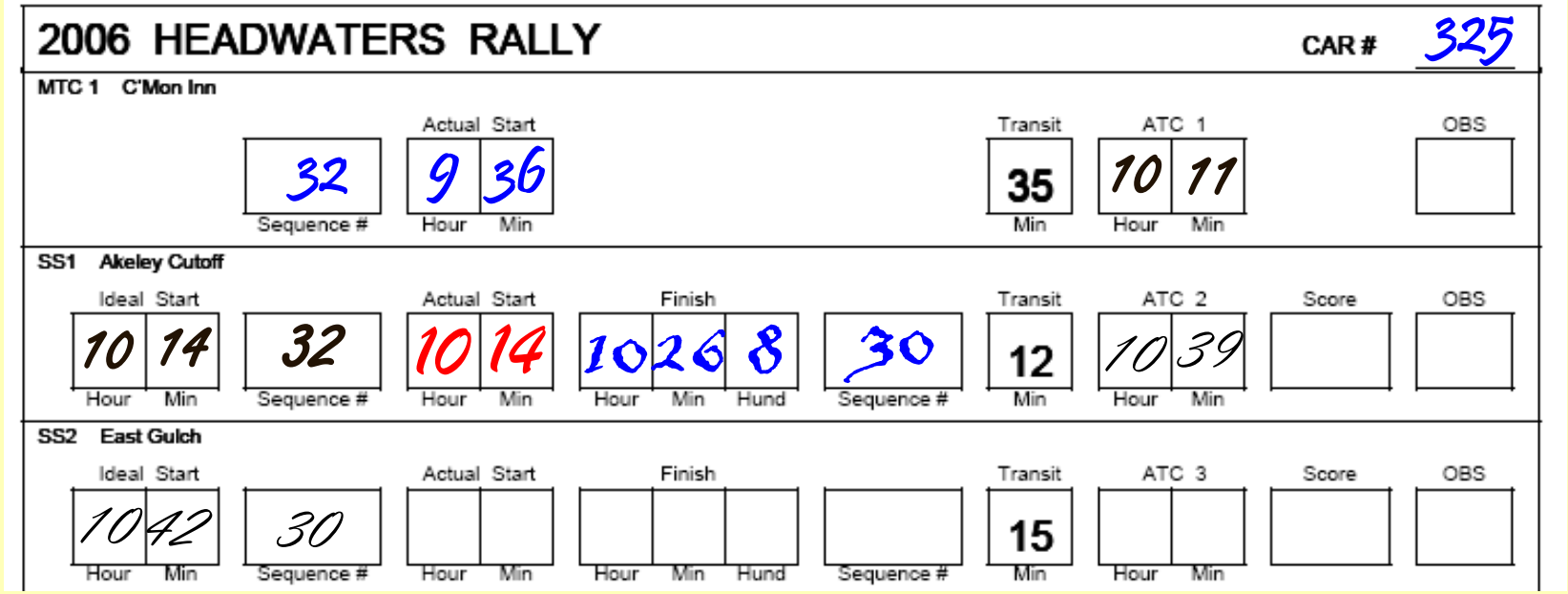
Timecards



2006 HEADWATERS RALLY — CAR # 325

MTC 1 C'Mon Inn

Sequence #	Actual Start Hour	Actual Start Min	Transit Min	ATC 1 Hour	ATC 1 Min	OBS
32	9	36	35	10	11	

SS1 Akeley Cutoff

Ideal Start Hour	Ideal Start Min	Sequence #	Actual Start Hour	Actual Start Min	Finish Hour	Finish Min	Finish Hund	Sequence #	Transit Min	ATC 2 Hour	ATC 2 Min	Score	OBS
10	14	32	10	14	10	26	8	30	12	10	39		

SS2 East Gulch

Ideal Start Hour	Ideal Start Min	Sequence #	Actual Start Hour	Actual Start Min	Finish Hour	Finish Min	Finish Hund	Sequence #	Transit Min	ATC 3 Hour	ATC 3 Min	Score	OBS
10	42	30							15				

- NEVER write on your Timecard
- It is YOUR responsibility to ensure that all times entered on your Timecard are correct & in the correct place
- By leaving the Time Control you acknowledge that all is correct, or that any dispute has been noted on the Control Logsheet

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Co-Driver's Job

Office Manager – Brains of the Team

- Know the Schedule
- Know When and Where to be:
  - Registration, Tech, Odometer Check, Practice Stage, Parc Expose, Drivers Meeting, Start Order (When you Start)
  - Plan the race with your race team
- If you don't know ask other Co-Drivers

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Registration

- Get Route and Service Books
- Check for missing pages before you leave
- Find and check the official notice board
- Make any route changes
- Set your watches with Rally Time

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Know your Rally Computer

- Set the Correction Factor (CF)
- Write CF on the Route Book
- Know how to Set the Time
- Know how to zero the incremental mileage
- Put manual in car

Driver Co-Driver Communication

- Know how to set the Correction Factor (CF)
- Write CF on the Route Book
- Know how to Set the time
- Know how to zero the incremental mileage
- Put manual in car

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Control Procedures

- Time Controls
- MTC Out – Main Time Control Out
- ATC – Arrival Time Control – Start Control
- Start Clock
- FTC – Finish Time control
- MTC In – Main Time Control In
- O Control – Observation Control
- RGC – Regrouping Control

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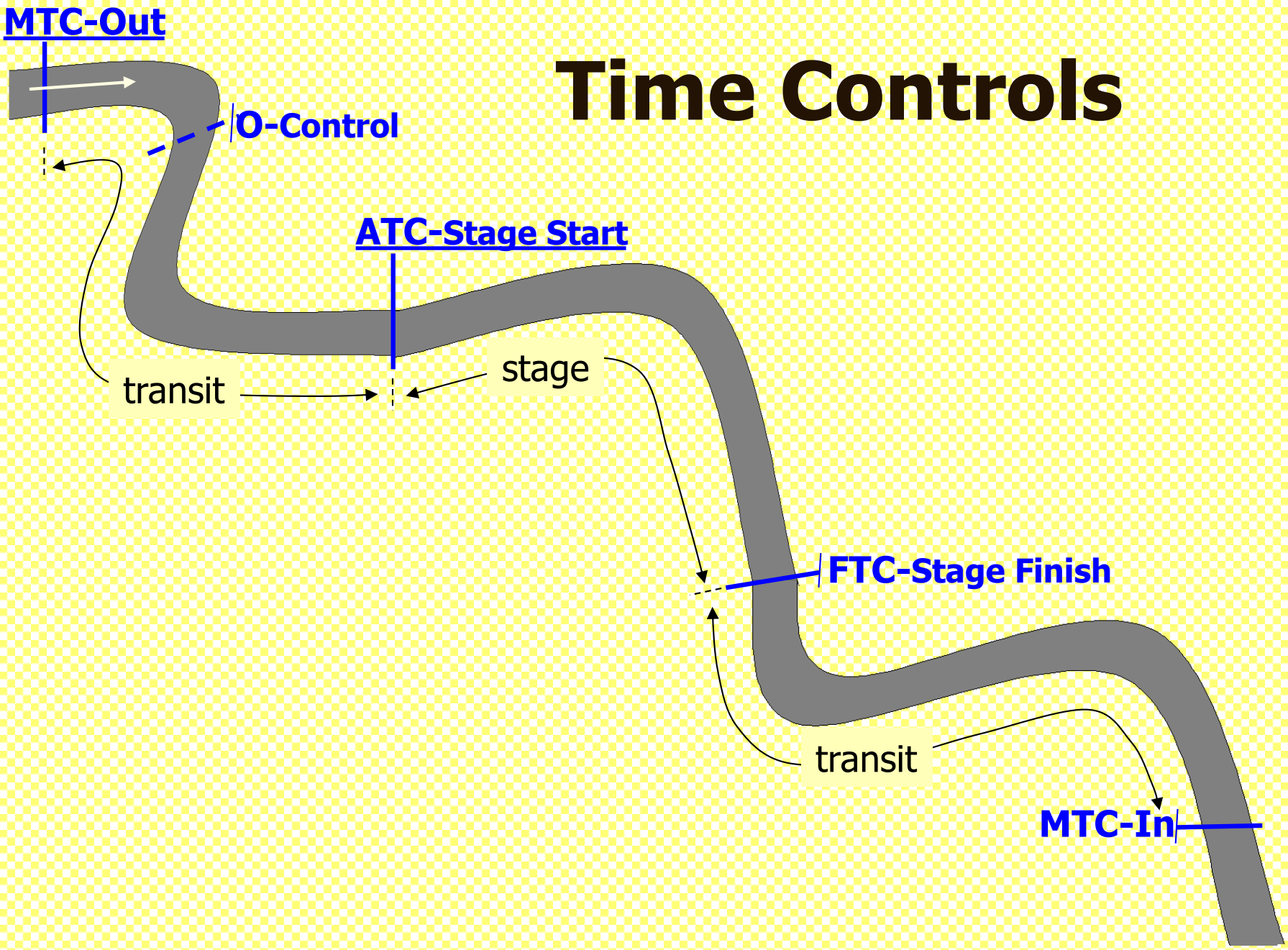
Time Controls



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General Control Procedures

- YOU calculate your target Check-in time
  - Add the time allowed to complete the transit section to your latest special stage Finish Time or MTC/RGC Out Time (drop the seconds)
- Checking-in can only be carried out if the two competitors and the car are in the Control Zone *or* within the immediate vicinity of the control.
- The Check-in time will correspond to the exact moment at which either driver or co-driver hands their Timecard to the Control Marshal.
- The Control Marshal will mark the time on the Timecard
- Do not back up in a Control Zone
- Control Zones are considered Parc Ferme

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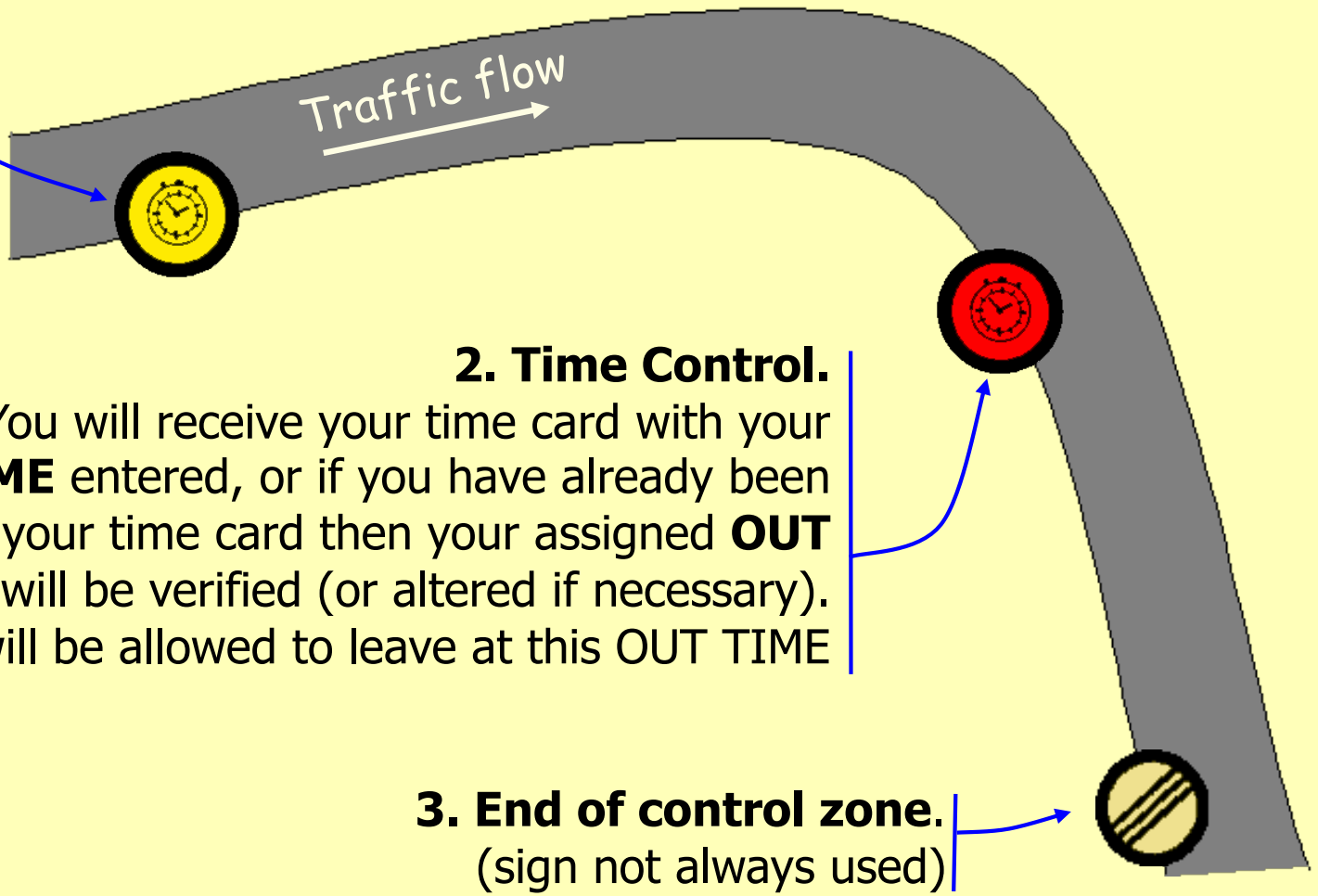
MTC-Out

1. Start of control zone.
Cross when the car ahead of you pulls away.



2. Time Control.
Stop. You will receive your time card with your **OUT TIME** entered, or if you have already been given your time card then your assigned **OUT TIME** will be verified (or altered if necessary). You will be allowed to leave at this OUT TIME

3. End of control zone.
(sign not always used)

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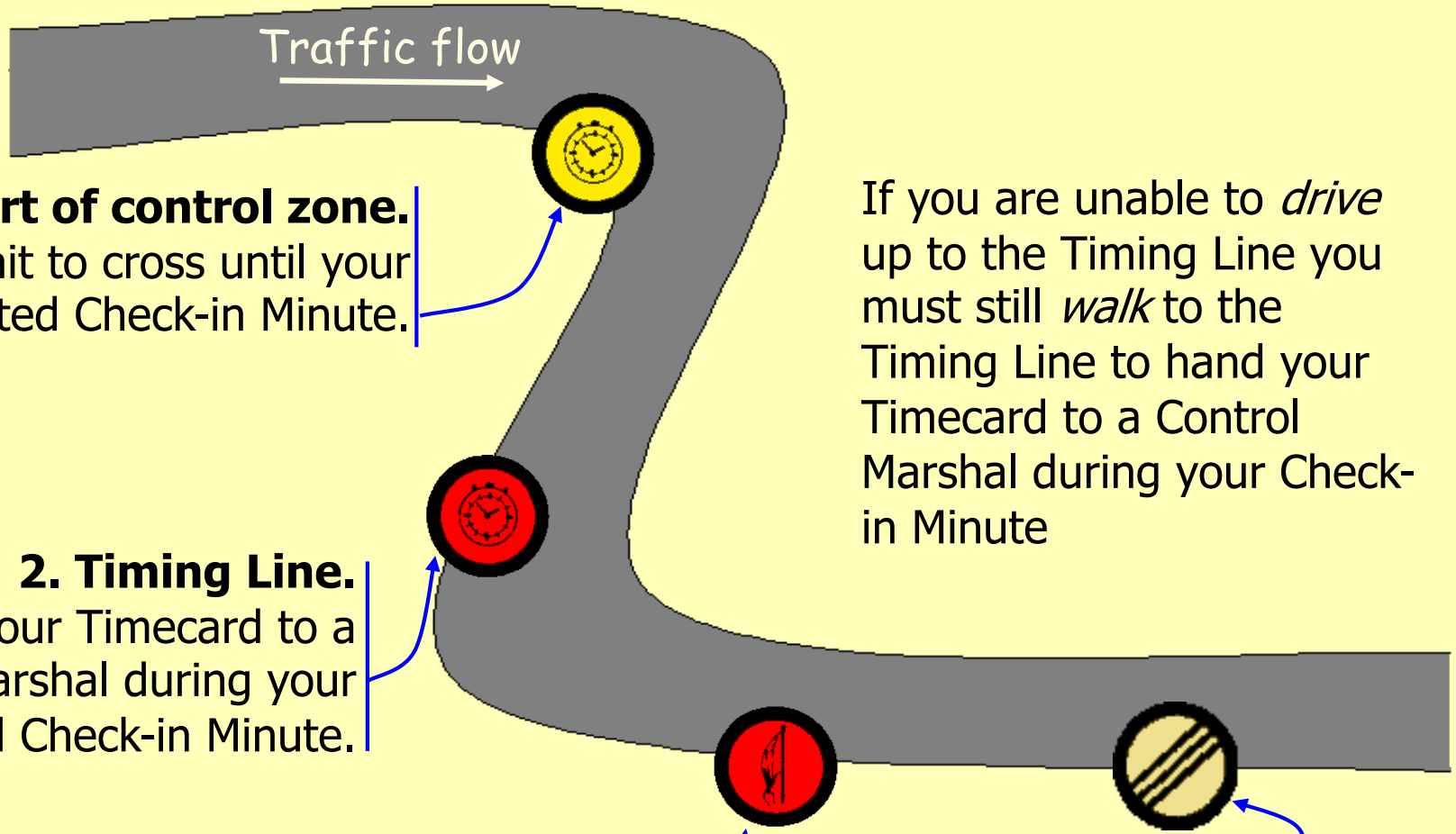
ATC – Stage Start



1. Start of control zone.
Wait to cross until your calculated Check-in Minute.

2. Timing Line.
Hand your Timecard to a Control Marshal during your calculated Check-in Minute.

3. Start Line
Stop. You are counted down to start the stage.

If you are unable to *drive* up to the Timing Line you must still *walk* to the Timing Line to hand your Timecard to a Control Marshal during your Check-in Minute

4. End of control zone

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Start Clock – at Start Line

Current Time-of-Day

RED between starts.
YELLOW 5 seconds before your Start Time.
GREEN when countdown reaches zero.

Countdown from 30 seconds

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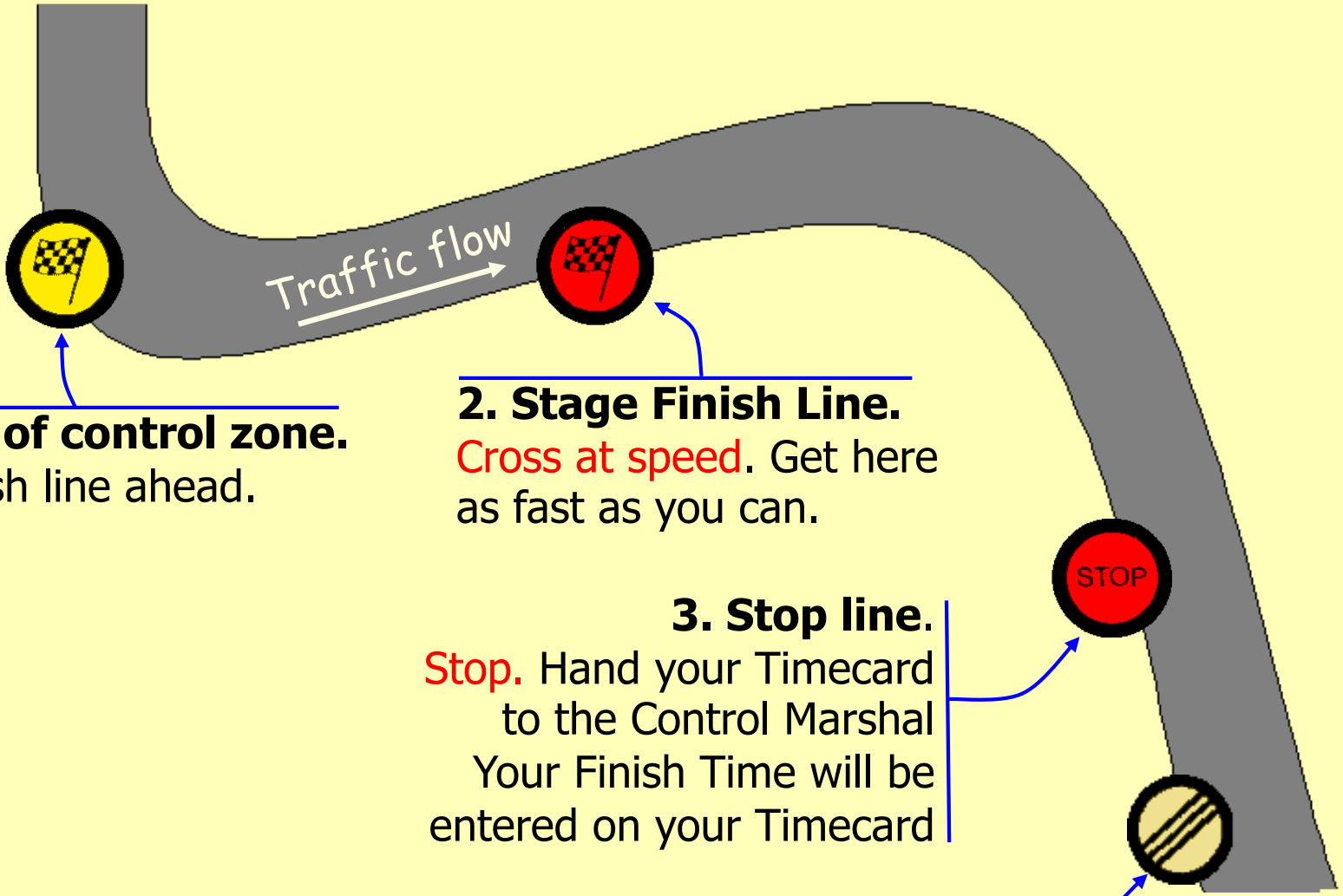
FTC - Stage Finish



1. Start of control zone.
Finish line ahead.

2. Stage Finish Line.
Cross at speed. Get here as fast as you can.

3. Stop line.
Stop. Hand your Timecard to the Control Marshal
Your Finish Time will be entered on your Timecard

4. End of control zone.

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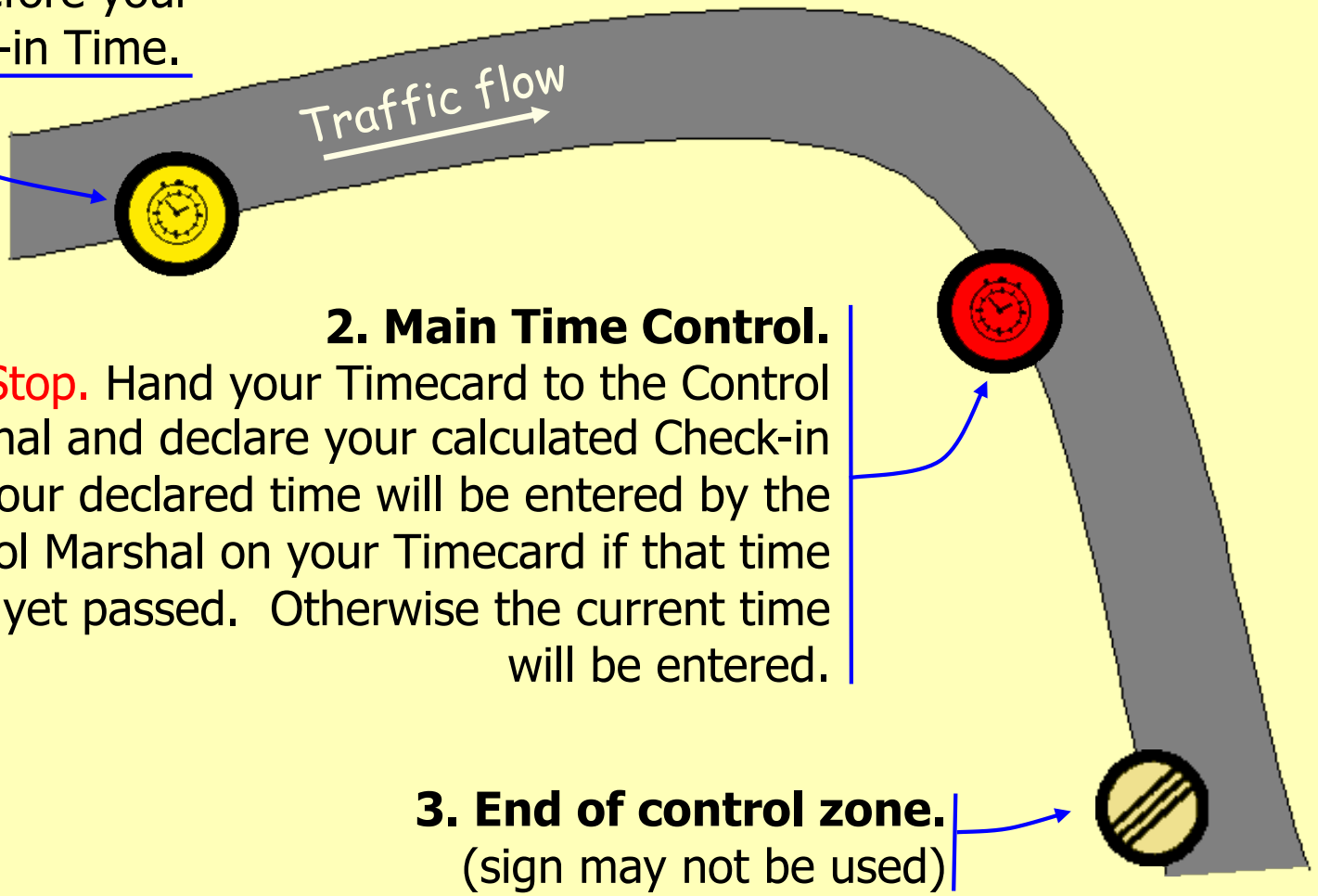
MTC–In

1. Start of control zone.
Cross whenever you like.
You can enter before your calculated Check-in Time.



2. Main Time Control.
Stop. Hand your Timecard to the Control Marshal and declare your calculated Check-in Time. Your declared time will be entered by the Control Marshal on your Timecard if that time has not yet passed. Otherwise the current time will be entered.

3. End of control zone.
(sign may not be used)

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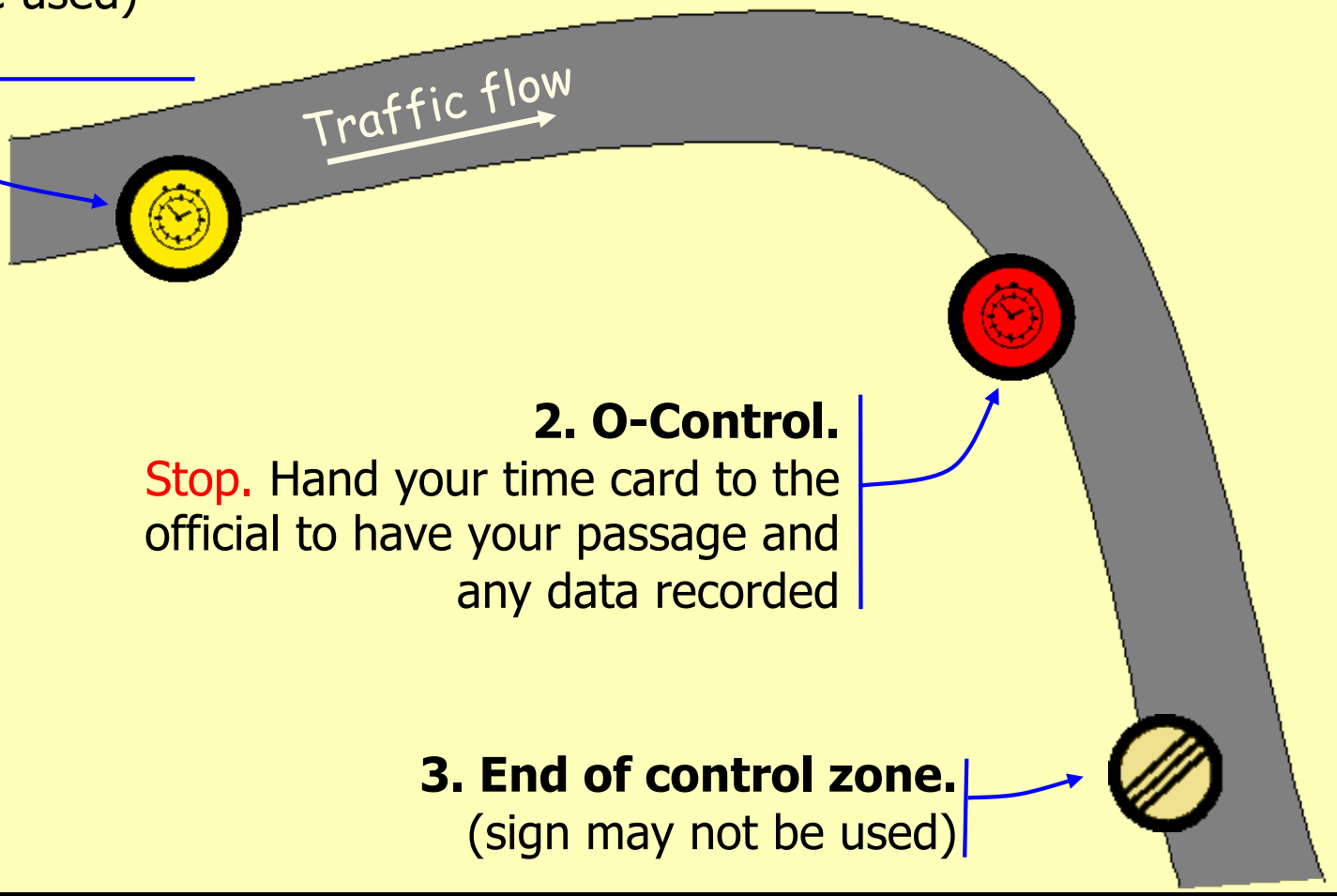
O-Control – Observation Control

Used to check for violations of the regulations (e.g. speeding, illegal pacenotes; tampering with scrutineering marks, noise level)

1. Start of control zone.
(sign may not be used)
Do not stop



2. O-Control.
Stop. Hand your time card to the official to have your passage and any data recorded

3. End of control zone.
(sign may not be used)

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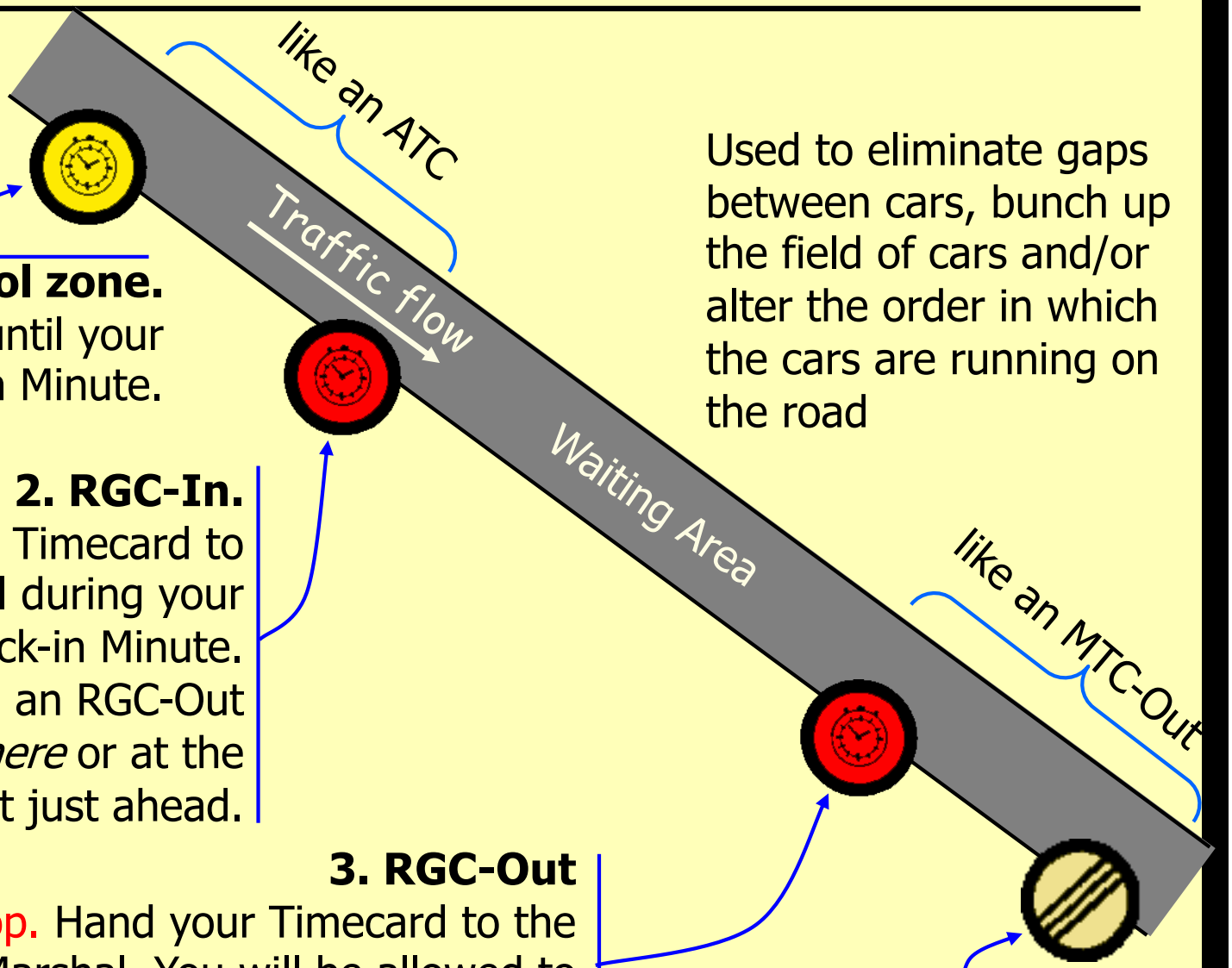
RGC – Regrouping Control



Used to eliminate gaps between cars, bunch up the field of cars and/or alter the order in which the cars are running on the road

1. Start of control zone.
Wait to cross until your calculated Check-in Minute.

2. RGC-In.
Stop. Hand your Timecard to a Control Marshal during your calculated Check-in Minute. You will be given an RGC-Out time either *here* or at the RGC-Out just ahead.

3. RGC-Out
Stop. Hand your Timecard to the Control Marshal. You will be allowed to leave at your assigned RGC-Out time

4. End of control zone

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Other Time Control Issues

- Stage "Bogey" (slow) time – in Routebook
- MPL – 30 minutes max permitted lateness
- MPE – 15 minutes max permitted earliness
- When a Special Stage is not/no longer run as a competitive stage
  - Time allowed to transit a stage is the Stage "Emergency" Time plus 3 minutes for each control that is not in place. (i.e. plus 6 minutes if BOTH ATC and FTC are not in place for the stage).
- Force Majeure

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Parc Ferme / Parc Expose

- Parc Ferme
  - All Control Zones
  - Locations specified in the Supplemental Regulations, where the competitor is required to bring the vehicle for a specified time
  - No checking, tuning, repair, tire changing or refueling is allowed
    - o Opening hood or trunk is considered illegal service
    - o Cleaning windows and lights is okay
- Parc Expose
  - Locations specified in the Supplemental Regulations where the competitor is required to bring the vehicle for public viewing
  - Vehicle checking, tuning, or repair is allowed by either the competitors or service crews

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Tips from the Experts

- For the novice co-driver
- For the novice driver
- Misc tips and ideas

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Tips for the Novice Co-Driver

- Be organized: prepare as much as you can in advance of the event.
- Understand the flow of the event: where to be when; the sequences of stages and services.
- Take as much responsibility off your driver's hands as you can so that he/she can concentrate exclusively on going fast.
- Strive to make sure your voice, your answers, your actions and your attitude all instill a performance-boosting confidence in your driver.

from Jeff Becker, the most successful U.S. rally co-driver ever.

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Tips for the Novice Driver

- Don't use all the road - save some room on the exit
  - "In like a lamb... but out like a lion"
- Get a rhythm - don't go slower at the end of long stages
- Use the tire tracks on the road to help identify how hard the corner is or what happens over a crest.

from John Buffum, the most successful U.S. rally driver ever.

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Topics for Discussion

- Passing and being passed
- Switching positions during a transit
- If you don’t know ask another co-driver
- Stay Calm
- When the Co-Driver gets lost the driver should let him figure it out them self – Drivers – Don’t help. Slow down until the Co-Driver catches up.

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Topics for Discussion

- Review each stage while waiting to start
- Practice communications by driving the ODO check or first transit
- Nice to the workers they are volunteers – bring them treats.
- Practice changing flat tires – Find a good spot to change it.
- Plan the race with your crew
- Never say right always CORRECT

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Topics for Discussion

- If you blow a corner big go straight off
- Yank & Spank? Be ready to go if it is
- Never drive reverse course – EVER
- Never back up in a control – EVER
- Notice board – Usually RA Truck
- Get your Radio License
- Roll Over Bag

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Topics for Discussion

- Obey all traffic laws on Transits
- If your crew gets a speeding ticket you get the points
- Always have the car ready to go a week ahead of time
- Never leave a few minor things to do at the race

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Concluding Remarks

- When in doubt, ask an experienced competitor
- YOU WILL NOT WIN THIS EVENT, SO DON'T TRY
- Drive to finish
- Gain experience
- Get out of having to ever attend this a Novice Seminar again

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